City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 2207369

Applicant Name: King County Department of Transportation - Transit Division

Address of Proposal: 1200 4th Avenue South

SUMMARY OF PROPOSED ACTION

Master Use Permit for future expansion of a Transit Vehicle Base (Ryerson Transit Base). The project proposes to expand bus parking to accommodate 75 additional buses. Construction activities include removal of asphalt and regrading the site. Approximately 4,400 cubic yards of material will be removed; new paving will be concrete to match the existing bus parking area on the site.

The following approvals are required:

SEPA - To condition pursuant to Seattle's SEPA policies.
Seattle Municipal Code Chapter 25.05 (DNS prepared by King County Metro Transit Division)

Administrative Conditional Use - To allow expansion of a transit base in an IG2 zone.
Seattle Municipal Code Chapter 23.50.014

SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [ ] EIS

[X] DNS with conditions*

[ ] DNS involving non-exempt grading or demolition, or another agency with jurisdiction.

*Environmental Documents and SEPA Threshold Decision prepared by Metro King County. DPD will do SEPA conditioning.

BACKGROUND DATA

Site and Vicinity

The proposed Ryerson Base Expansion Project is located in the North Duwamish Industrial District south of downtown Seattle between 4th Avenue South on the west and the E-3 Busway (east of and parallel to 4th Avenue South) to the east. The northern boundary is South Royal Brougham Way and the base extends to the south to approximately 265 feet north of South Massachusetts Street. Adjacent to the E-3 Busway, the project extends southward to South Massachusetts Street. The project street address is 1200 4th Avenue South.

One of the proposed Sound Transit light rail system stations, Royal Brougham Station, will be located 130 feet south of Royal Brougham Way and adjacent to the Metro Busway and to Ryerson Base.

Ryerson Base has been operating since 1976. It supports a fleet of diesel buses that provide service within the City of Seattle and between the City and surrounding jurisdictions. Employee parking is being moved into a parking garage on the east side of the busway. Employees will be able to access the garage by way of an elevated pedestrian bridge across the busway. The parking garage was included in the Master Use Permit for the Atlantic/Central Base Expansion (Project No. 2200931).

Proposal

The applicant, King County Department of Transportation – Metro Transit Division, proposes to expand the operating capacity of an existing transit base, Ryerson Base. The existing 7.61-acre complex has current capacity to accommodate operations, maintenance, and storage for approximately 200 buses. Metro will be expanding its bus parking onto approximately one acre of land lying adjacent to the base to the east, a part of which was formerly used for employee parking and an additional piece which was part of the E-3 bus-way. The bus-way is being moved to the east to accommodate the WSDOT's new highway structure. The last expansion of the base took place in 1987. Metro's Operating Facilities Strategic Plan identifies the need to increase capacity of the complex to accommodate up to 75 additional buses for a total capacity of approximately 250 buses of various sizes. This expansion would support existing and planned increases in transit service within the City of Seattle and other routes between Seattle and nearby jurisdictions. Ryerson Base is currently assigned with 185 coaches which is slightly less than its maximum capacity, because it is being impacted by WSDOT's construction of SR519.

Construction activities will include removal of asphalt and regrading the site. An estimated total of 4,440 cubic yards of material will be removed and disposed of at approved offsite facilities. The area will then be paved with concrete to match the grade of the rest of the bus parking areas on site. A storm drain and catch basin will be installed to connect with the existing on site system. There will be no construction activities associated with the existing buildings.

Landscaping

Landscaping will be done as part of MUP No. 2105392 (1333 Airport Way South). The proposed landscaping provides new street trees or preserves existing street trees and also provides view-obscuring screening. On Royal Brougham Avenue South and South Massachusetts Street, existing trees will be protected and preserved and new trees will be provided in place of missing trees. In addition, view-obscuring screening will be provided along Royal Brougham Way South.

Schedule

It is anticipated that the paving work will be done in 2004. Timing of construction activities will need to be coordinated with both WSDOT and Sound Transit.

Public Comment

No public comment was received during the public comment period for this application.

ANALYSIS - ADMINISTRATIVE CONDITIONAL USE

King County Metro is applying for an Administrative Conditional Use Permit as required by Section 23.50.014 of the Seattle Municipal Code, which states that transit bases are allowed in the IG2 zone if certain criteria are met.

Analysis of the proposal pursuant to the criteria found in SMC 23.50.014.A and B follows each applicable criteria below:

1. *The use shall be determined not to be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.*

This application is to expand the Ryerson Transit Base, which has been in use since 1976. Both the original land use approval and subsequent base expansions at this site have been determined not to be materially detrimental to the public welfare. In preparation for the proposed expansion, King County Metro prepared a SEPA environmental checklist. No significant or long term environmental impacts associated with project-related activities are expected to occur as a result of the expansion.

2. *The benefits to the public that would be provided by the use shall outweigh the negative impacts of the use.*

Since public transit is an essential part of ensuring the viability of the regional and city transportation system, the bus base expansion will contribute to the public well-being by providing the necessary support facilities for an increase in transit service. Transit supports many transportation goals, objectives and policies. Adverse impacts, such as traffic congestion, noise and air quality, will be minor.

3. Landscaping and screening, vehicular access controls and other measures shall insure the compatibility of the use with the surrounding area and mitigate adverse impacts.

No change to the perimeter landscaping is planned. No changes to vehicular access controls are planned except for new access points to and from the E-3 busway. Employees will now park their vehicles in the new parking garage on 6th Avenue South and will access Ryerson Base by means of a pedestrian bridge over the E-3 busway previously approved by DCLU.

4. The conditional use shall be denied if it is determined that the negative impacts cannot be mitigated satisfactorily. However, adverse negative impacts may be mitigated by imposing requirements or conditions deemed necessary for the protection of other properties in the zone or vicinity and the public interest.

As conditioned in this conditional use authorization, impacts of the proposal are adequately mitigated so as to protect other properties in the zone or vicinity and the public interest.

5. In areas covered by Council-adopted Neighborhood Plans, which were adopted after 1983, uses shall be consistent with the recommendations of the plans.

The Ryerson Bus Base is part of the 1994 Greater Duwamish Manufacturing and Industrial Center Plan (MIC). Metro participated in the MIC planning process and made comments about successive draft MIC plans. Metro Transit bases are anticipated by the plan and are consistent with its recommendations.

The proposal also complies with City of Seattle Comprehensive Plan policies relating to Manufacturing and Industrial Centers. The expansion of the transit base would be an expansion of an existing industrial use. At the northern border of the base, along South Royal Brougham Way, there is more of a mix of commercial uses. Expanding the base would create a strong industrial edge, thus reinforcing and protecting the industrial character of the area south of Royal Brougham.

6. Transit vehicle bases may be permitted … according to the following criteria:

a) The amount of industrial land occupied by the facility shall be minimized.

The Land Use Code, City policies, and the neighborhood plan all require King County Metro to demonstrate that it is using the least amount of industrial land and that it intensify its use on the site as much as possible. By expanding the existing bus base onto the E-3 busway, and taking advantage of the existing infrastructure, Metro Transit can increase capacity without taking any additional land from existing industrial uses.

b) To avoid disruption of the industrial function of the area, the presence of the facility shall not obstruct the operation or likely expansion of existing industrial uses.

The project will expand onto the E-3 busway which is a bus-only roadway. No existing industrial uses will be affected.

c) The amount of land occupied by the facility that has access to industrial shorelines or major rail facilities shall be minimized.

The proposed project will not have direct access to industrial shorelines or major rail facilities, nor does the existing base.

d) A transportation plan may be required to prevent conflicts with nearby industrial users.

Buses entering and leaving the facility will not conflict with other nearby industrial users since buses will enter directly onto the E-3 busway. Bus drivers and other employees will now park their private vehicles in the employee parking garage on 6th Avenue South.

DECISION – ADMINISTRATIVE CONDITIONAL USE

The conditional use application is **CONDITIONALLY GRANTED**.

ANALYSIS - STATE ENVIRONMENTAL POLICY ACT (SEPA)

This analysis relies on the SEPA Environmental Checklist for the Ryerson Base Parking Expansion, which was prepared September 7, 1999 and amended April 2, 2003, as well as on the technical environmental reports, and the comments and responses submitted with respect to this document. This decision also makes reference to and incorporates the project plans submitted with the project application.

The Seattle SEPA Ordinance provides substantive authority to require mitigation of adverse impacts resulting from a proposed project (SMC 25.05.655 and 25.05.660). Mitigation, when required, must be related to specific environmental impacts identified in an environmental document and may be imposed only to the extent that an impact is attributable to the proposal, and only to the extent the mitigation is reasonable and capable of being accomplished. Additionally, mitigation may be required only when based on policies, plans and regulations as enunciated in SMC 25.05.665 to SMC 25.05.675 inclusive (SEPA Overview Policy, SEPA Cumulative Impacts Policy, SEPA Specific Environmental Policies). In some instances, local, state or federal regulatory requirements will provide sufficient mitigation of an impact and additional mitigation imposed through SEPA may be limited or unnecessary.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part that, "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation." Under specific circumstances, mitigation may be required even when the Overview Policy is applicable (SMC 25.05.665(D)).

Short-Term (Construction-Related) Impacts

Earth

Soil investigations were conducted for the site by HWA GeoSciences Inc. The proposed project is in a liquefaction area as defined in the Seattle Municipal Code 25.09.020, Environmentally Critical Areas. No other environmentally critical areas have been identified.

Construction will include removal of asphalt and regrading the site. An estimated total of 4,440 cubic yards of material will be removed and disposed of at approved offsite facilities. The area will then be paved with concrete to match the grade of the rest of the bus parking areas on site. A storm drain and catch basin will be installed to connect with the existing on site system.

To ensure that significant soil erosion will not occur during construction, Metro will conform to the City of Seattle Best Management Practices Manual including the following:

1. Protect excavation areas during construction by placing plastic sheeting on exposed areas;

2. Limit open excavation to the shortest time possible;

3. Protect stockpiled soil by covering it with plastic sheeting;

4. Stabilize disturbed soils exposed to surface water runoff with straw or hydroseeding;

5. Inspect catch basins in the street daily;

6. Provide temporary construction erosion and sediment control measures to be approved by DPD and in place prior to site demolition and grading.

In addition, the applicant is required to comply with provisions of the City of Seattle Grading and Drainage Ordinance and the Washington State Department of Ecology's Stormwater Management Manual for the Puget Sound Basin.

As discussed above, the applicant will also be required to comply with the requirements of SMC 25.09 for development in any portion of the site where the soils qualify under City of Seattle definitions as "liquefaction-prone" soils to ensure that the engineering plans and construction will provide the stabilization required by SMC 25.09 and the building code.

Air

During construction, construction equipment will generate exhaust emissions. The movement of construction equipment, handling of material, and wind erosion of exposed surfaces could generate fugitive dust. These impacts should be minimal and short-term. The applicant will be required to follow Best Management Practices for construction activities required by the PSCAA, including all reasonable precautions to avoid or minimize fugitive dust emissions. Compliance with the regulations of PSCAA will be sufficient to control those short-term impacts to air.

Water

No water will be discharged to ground water.

During construction, accidental discharge of petroleum products, including fuels, oil, grease, hydraulic fluids and lubricants could occur during the excavation project and possibly drain into the soil. Adverse impacts would depend upon the amount, duration and location of the leakage or spill. The construction contractor will be required to undertake a number of measures to control runoff and to prevent spills or discharges. These measures include the following conditions:

1. All waste, demolition materials, and excavated soils will be transported by licensed hauler in conformance with the requirements of federal, state and local regulations. These materials will be recycled when feasible. Waste that cannot be recycled will be hauled to an approved upland landfill for disposal.

2. Erosion control measures, including the use of silt fences, silt socks and/or filter fabric, collection reservoirs and/or sediment ponds, hay bales, and rock at construction entrances, etc., will be installed prior to performing earthwork on the site and maintained in working order throughout construction.

3. The contractor will comply with the following best management practices for containment and cleanup of spillage or seepage of fuel, oil or hazardous materials during the project:

    - The contractor will keep suitable types and quantities of material, such as contained in a certified spill kit, as well as containers for collecting and covering spills at the site, throughout construction.

    - The contractor will keep equipment of a type and quantity available to contain potential spills from entry into storm drains. The contractor will retain any spill until it is cleaned up or help arrives.

    - In case of an accidental spill, emergency response procedures will be posted at the site and will be followed.

4. Equipment shall be kept in operable, safe and leak-proof condition in order to prevent accidental releases of oil from the equipment.

5. In the event of an accidental spill of fuel or other substance, immediate response will be available by a qualified cleanup contractor.

The applicant shall make the foregoing condition requirements of the construction contract for this project.

Environmental Health

Construction activities would generate particulate matter (PM-10) and small amounts of CO and oxides of nitrogen from construction machinery dust. The sources of particulates would be dust (called "fugitive dust") from earth moving excavation activities and diesel exhaust.

During construction, construction vehicles and equipment would use fossil fuels and petrochemical-based lubricants. Therefore, there is potential for small spills to occur onto soil.

The contractor shall comply with the following best management practices for possible spills during construction, other than erosion and sedimentation control:

1. All hazardous materials shall be provided with waterproof labeling. Materials should be used in well-ventilated areas whenever possible and with appropriate worker protection. All empty containers shall be disposed of according to applicable environmental regulations.
2. High pressure and/or high temperature water washes or steam cleaning may be employed to wash heavy equipment on site. No solvents or thinners would be used for this cleaning. Washing detergents may be used and wash water discharged into sanitary sewers so long as limits set by Metro are not exceeded. Degreasing solvents used on parts shall be reused and/or recycled, but may not be discharged into sewers.
3. A spill control plan will be required in contract specifications for the project. The spill control plan will be implemented and a responsible person identified. The list of agencies to be notified and a summary of the clean-up plan will be clearly posted on site. Specific cleanup instructions will be identified for different materials.
4. Washout from concrete trucks will be disposed of into a slurry pit or other area where the washout can harden and be broken for removal. Washout will not be allowed to enter the sewer or storm drain. Runoff from spray washing of concrete to exposed aggregate will be diverted to a sump or sediment trap and not allowed to enter adjacent public streets or sidewalks.
5. A contaminated Soil and Ground Water Management Plan will be developed for the project before construction begins. The management plan will address dewater excavations with areas known or likely to contain hazardous materials.

Noise

The existing sound environment in the project area is dominated by traffic noise. The predominant sources of ambient noise include traffic noise from roadways, railroad operations noise, and noise from industrial businesses. Excavation and other construction activities will generate short-term noise. This noise will generally be noticeable only within the construction site due to the high levels of background noise. No sensitive noise receptors such as residences or sensitive commercial uses are close to the project.

Under the Seattle Noise Ordinance, maximum permissible noise levels for construction activity are increased during day time hours (7 AM to 10 PM weekdays and 9 AM to 6 PM weekends) to 82 dBA for on-site sources such as dozers, loaders, graders, etc. and 77 dBA for equipment used in temporary locations such as powered hand tools. Under the Noise Ordinance, the maximum

permissible levels may be exceeded by up to 5 dB(A) for a total of 15 minutes in any one hour period.

Given the types of equipment expected to be used, the ambient noise environment, and the absence of sensitive noise receptors within the near vicinity, project construction is expected to comply with applicable Noise Ordinance provisions and not generate noise impacts of concern to adjoining properties and activities.

Historic and Cultural Preservation

Site information does not suggest the potential for archeologically significant resources. No known, special pre-contact use of the site by native Americans has been identified. The project site lies at the upper reaches of what is now known as the Rainier Valley. This area was settled and farmed by European-American settlers in the middle of the nineteenth century. Aggressive early twentieth century civil engineering drastically altered the natural landscape in the area, primarily by the regrade in the area now known as the Dearborn cut, which opened a level grade between the developing commercial tideland area south of downtown and the Rainier Valley. Soils from the cut were used in the filling of the Duwamish tidelands.

Should any archaeological resources be encountered during excavation, the project will have to comply with Chapters 27.34, 26.53, 27.44, 79.01 and 79.90 RCW and Chapter 25-48 WAC, as applicable. It is reasonable to require a condition that the project applicant or owner make compliance with these statutes and regulations a provision of any construction contracts related to excavation, furnish DPD proof this condition is satisfied prior to commencement of construction, and comply with the process in Appendix A to Director's Rule 2-98 should any archaeological resources be encountered during excavation.

Transportation and Parking

A minor amount of excavated materials may need to be trucked off site. A conservative estimate of the removal and delivery of materials at the site will require 581 truck trips, over a four month period, or 88 work days for a daily average of seven trips per day.
It is the City's policy to minimize or prevent temporary adverse impacts associated with construction activities. Here, truck traffic to the site would not be required to travel through nearby residential neighborhoods. Even so, uncontrolled truck traffic to the site could have adverse impacts to traffic. Accordingly, as a condition of project approval, the applicant will be required to submit to DPD a construction phase transportation plan that addresses ingress and egress of construction equipment and truck trips to the site. The goal of the plan will be to specify haul routes and times that minimize adverse impacts on residential areas and/or at area intersections, especially during the A.M. and P.M. peak periods (7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M.). Compliance with the construction phase transportation plan shall be included as a requirement of all construction contracts.

Long-Term Impacts

Earth

A general description of the site is included in the Short-term Impacts/Earth above. After construction activities at the site are complete, adverse impacts to earth are not expected. Ongoing compliance with the operational requirements of the Seattle Stormwater, Grading and Drainage Control Ordinance and the Washington State Department of Ecology's Stormwater Management Manual for the Puget Sound Basin should be sufficient to mitigate any long-term, potential significant adverse impacts to earth.

Air

The project is not expected to result in long term impacts to air quality.

Water

The project is not expected to result in long term impact to water quality. Stormwater within the existing base is treated and detained to meet City of Seattle requirements then released to the City's stormwater system and West Point Sewage Treatment Plant. Due to high system loading during storms, stormwater pollutants currently enter the local combined sanitary/storm sewage system and discharge directly into Puget Sound via local emergency outfalls. With completion of the project, the rate of runoff from expanded areas would be controlled to meet current stormwater management standards. As a result, the overall quality of the stormwater entering the local stormwater conveyance system will remain the same.

Energy and Natural Resources

No long-term significant adverse impacts to energy or natural resources are anticipated.

Noise

The potential environmental noise impacts related to the project were considered based on screening criteria applied by the Federal Transit Administration (FTA). Because there are no noise-sensitive receivers such as residences or sensitive commercial uses within the FTA screening distance, it is concluded that no conditioning of on-going noise impacts from the project is necessary.

Land Use

The current zoning of the site is General Industrial 2 (IG2). The IG2 zone allows a broader range of uses where the industrial function of an area is less established and where additional commercial activity could improve employment opportunities and the physical condition of the area, without conflicting with industrial activity.

Height, Bulk and Scale and Views

The project would not alter or obstruct views.

Light and Glare

The primary source of light and glare would come from the buses and other transit vehicles, and site lighting. Vehicle activity would be the greatest between 6:00 A.M. and 8:00 P.M.

Site lighting is designed to minimize sky glow and impact off the site. Lighting will be shielded and focused downward. High pressure sodium lamps will conserve energy. Although nearby businesses would be able to see the glow produced by the lamps, no further mitigation is warranted pursuant to SEPA policies.

Transportation and Parking

Many changes in transit service and operations proposed for the vicinity that would occur with or without the proposed action. The nearby Atlantic/Central Base campus will be expanded (approved as a separate action), transit routes will change in response to roadway changes associated with the SR 519 project, and the future construction of the Link Light Rail project could increase transit service and layover south of the downtown bus tunnel.

Buses entering and exiting Ryerson Base will predominantly use the E-3 busway with some access remaining on 4th Avenue South (right-in and right-out only).

The proposed parking garage located on the west side of Sixth Avenue South will provide parking for Ryerson Base employees, primarily bus drivers.

DECISION - SEPA

This application is **APPROVED WITH CONDITIONS**.

The Director has determined, based on the above analysis that the following conditions are reasonable and shall be imposed pursuant to SEPA and SMC Chapter 25.05 (Environmental Policies and Procedures).

CONDITIONS - SEPA

As indicated in the text of the Decision above, the following conditions apply to this Master Use Permit decision.

Prior to Issuance of Construction Permits

1. The applicant must provide to the City a drainage control plan and soil erosion plan for construction that complies with the provisions of the City of Seattle Grading and Drainage Ordinance and the Washington State Department of Ecology's Stormwater Management Manual for the Puget Sound Basin. The applicant must provide DPD with

confirmation that compliance with the drainage control plan and soil erosion plan will be included as a requirement of construction contracts for the project.

2. The applicant must provide DPD with confirmation that compliance with the measures listed below concerning runoff and spill prevention will be included as a requirement of construction contracts for the project.

Prior to Construction

1. The applicant will submit to DPD a construction phase transportation plan that addresses ingress and egress of construction equipment and truck trips to the site. The goal of the plan will be to specify haul routes and times that minimize adverse impacts on residential areas and/or at area intersections, especially during the A.M. and P.M. peak periods (7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M.). Compliance with phase specific transportation plans shall be included as a requirement of all construction contracts.

2. Compliance with the provisions of Chapters 27.34, 26.53, 27.44, 79.01 and 79.90 RCW and Chapter 25-48 WAC, as applicable, shall be made a provision of any construction contracts related to excavation. The applicant will furnish DPD with proof this condition is satisfied prior to commencement of construction. Should any archaeological resources be discovered during excavation for the project, the applicant shall comply with the process set forth in Appendix A to Director's Rule 2-98. A copy of Director's Rule 2-98 shall be provided to excavation contractors.

During Construction

1. A drainage control plan and soil erosion plan must be complied with during construction.

2. Applicant's geotechnical engineer shall observe the excavation at that portion of the site subject to the City's Environmentally Critical Area regulations. The engineer will provide a letter to DPD that the engineered plans for those areas will provide the stabilization required by SMC 25.09.080.

3. The applicant and its construction contractor will be required to undertake measures to control runoff and to prevent spills or discharges. These measures will include the following five conditions:

    a) All waste, demolition materials, and excavated soils will be transported by licensed hauler in conformance with the requirements of Federal, State and local regulations. These materials will be recycled when feasible. Waste that cannot be recycled will be hauled to an approved upland landfill for disposal.

    b) Erosion control measures, including the use of silt fences, siltsocks and/or filter fabric, collection reservoirs and/or sediment ponds, hay bales, and rock at construction entrances, etc., will be installed prior to performing earthwork on the site and maintained in working order as long as necessary throughout construction.

c) The contractor will comply with the following best management practices for containment and cleanup of spillage or seepage of fuel, oil or hazardous materials during the project:

- The contractor will keep suitable types and quantities of material, such as contained in a certified spill kit, as well as containers for collecting and covering spills at the site, at the site throughout constructions.

- The contractor will keep equipment of a type and quantity available to contain potential spills from entry into storm drains. The contractor will retain any spill until it is cleaned up or help arrives.

- Emergency response procedures will be posted at the site and will be followed in case of an accidental spill.

d) Equipment shall be kept in operable, safe and leak-proof condition in order to prevent accidental releases of oil from the equipment.

e) In the event of an accidental spill of fuel or other substance, immediate response will be available by a qualified cleanup contractor.

4. In addition to any provisions of the erosion and drainage control plan, the following best management practices for possible spills during construction shall be followed:

a) All hazardous materials shall be provided with waterproof labeling. Materials should be used in well-ventilated areas whenever possible and with appropriate worker protection. All empty containers shall be disposed of according to applicable environmental regulations.

b) High pressure and/or high temperature water washes or steam cleaning may be employed to wash heavy equipment on site. No solvents or thinners shall be used for this cleaning. Washing detergents may be used and wash water discharged into sanitary sewers so long as limits set by Metro are not exceeded. Degreasing solvents used on parts shall be reused and/or recycled, but may not be discharged into sewers.

c) A spill control plan will be required in contract specifications for the project. The spill control plan will be implemented and a responsible person identified. The list of agencies to be notified and a summary of the clean-up plan will be clearly posted on site. Specific cleanup instructions will be identified for different materials.

d) Washout from concrete trucks will be disposed of into a slurry pit or other area where the washout can harden and be broken for removal. Washout will not be allowed to enter the sewer or storm drain. Runoff from spray washing of concrete to expose aggregate will be diverted to a sump or sediment trap and not allowed to enter adjacent public streets or sidewalks.

CONDITIONS – ADMINISTRATIVE CONDITIONAL USE

To Be Shown On MUP and Building Plan Sets and Created On-Site

5. The following elements of landscaping and screening conditioning are required:

   A. Wherever a new fence line is established, or a fence line is replaced along a street frontage, a landscaped buffer of at least three feet in depth from the property line shall be created outside (street-ward) of the fence or building line;

   B. All new fences along the bus parking/staging areas shall be view blocking, non-transparent.

Signature: (signature on file) Date: March 4, 2004
Lauren Hirt, Land Use Planner
Department of Planning and Development
Land Use Services

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